

steering shaft that passes through a steering jacket 20. A mounting bracket 22 on the jacket 20 is clamped to a vehicle body. The steering column 12 can carry switches controlled by a turn signal lever 24. The turn signal lever 24 as shown also selects high beam or low beam lights, window washers, window wipers, and turns a cruise control system on and off.

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Emergency flasher lights are activated by a flasher switch control 26 mounted on the steering column 12. An ignition switch 28 is mounted on the steering column assembly 12 in a position in which a steering lock can be engaged or disengaged by the switch. A gear ratio selector lever 30 is also mounted on the steering column assembly 12. A boot 32 is connected to the gear ratio selector lever 30 and the shroud assembly 10 to cover some of the shift linkage.

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Replace the paragraph beginning at line 6 of page 4 as follows:

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The controls mentioned above can be moved to other locations. The gear ratio selector 30 can be mounted on the floor of the passenger compartment, on a console between the front seats or on the instrument panel. The ignition switch 28 could be mounted on the instrument panel. The window washer and light controls can be on the instrument panel. Some of the controls can be mounted on the steering wheel if desired. The shroud assembly 10 is modified as required to accommodate the controls mounted on the upper end of the steering column assembly 12.

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Replace the paragraph beginning at line 13 of page 4 as follows:

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The shroud assembly 10 for the upper end of a steering column assembly 12 includes an upper shroud 34 and a lower shroud 36. The upper shroud 34 is a one-piece molded member that covers the top of the steering column assembly and extends forward from the steering wheel toward the instrument panel. A first upper parting edge 38 on the left hand side of the upper shroud 34 extends forward from an upper semi-cylindrical steering

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shaft passage portion 40 to a forward edge 42. A semi-cylindrical upper turn signal control lever passage portion 44 is provided in the first parting edge 38 a short distance forward of the upper steering shaft passage portion 40. An upper second parting edge 46, on the right hand side of the upper shroud 34, extends forward from the upper steering shaft passage portion 40 to a forward edge 42. A semi-circular upper ignition switch passage portion 48 is provided in the second parting edge 46 a short distance forward of the steering shaft passage 40. Vehicles, with a column mounted gear ratio selector 30, have a generally rectangular upper shift lever passage 52, between the ignition switch passage portion 48 and the forward edge 42. The ignition switch 28 is raised up above the steering shaft 16 and is forward of the steering shaft passage 40. Upper second parting edge portions 56 and 58 extend downward and inward from the ignition switch passage portion 48 to accommodate the raised position of the ignition switch 28. An emergency flasher switch controller passage 60 is provided in the upper shroud 34.

[ Replace the paragraph beginning at line 5 of page 5 as follows:

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A vertical guide blade 68 protrudes forwardly adjacent to the steering shaft passage portion 40 of the upper shroud 34. During assembly, the vertical guide blade 68 contacts the steering column assembly 12 to position the upper shroud 34 in a fore and aft direction and an upper shroud guide post 70 contacts the steering column and positions the shroud angularly about the axis 71 of the upper steering shaft 14.

[ Replace the paragraph beginning at line 10 of page 5 as follows:

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Cantilever snap fasteners 72 and 74 extend vertically downward from the interior surface 64 of the upper shroud 34. These snap fasteners 72 and 74 have lead-in alignment surfaces 76 and 78 for lateral adjustment with the steering column assembly 12. The fasteners 72 and 74 also have lead-in alignment surfaces 80 and a retainer ledge 82. The

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retainer ledges 82 of the cantilever snap fasteners 72 and 74 engage surfaces on the steering column assembly 12 and resist upward movement of the upper shroud 34 relative to the column assembly. The retainer ledges 82 have cam surfaces 83 that urge the upper shroud 34 toward the column assembly 12. Stabilized posts 84 and 86 limit deflection of the upper shroud 34 toward the steering column assembly 12 and downward when loads are applied to the exterior surface 62 of the shroud. The guide posts 70 and the guide blade 68 may also function as stabilizer posts and resist loads applied to the exterior surface 62 of the shroud 34. A pair of elongated alignment posts 88 and 90 extend vertically downward from the interior surface 64 adjacent to the steering shaft passage portion 40. A left or first side alignment or elongated guide post 88 is to the left of the steering shaft passage 40 and spaced apart from the turn signal control lever passage portion 44 a short distance. A right or second side alignment or elongated guide post 90 is to the right side of the steering shaft passage 40 and rearward of the ignition switch passage 48.

[ Replace the paragraph bridging pages 5 and 6 beginning at line 28 of page 5 as follows:

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A plurality of left or first parting edge snap connectors 92 are integral with the upper shroud 34 and extend vertically downward from the interior surface 64 adjacent to the first upper parting edge 38. Each snap connector 92 has three lead-in surfaces 94 and a retainer ledge 95. A plurality of right or second parting edge snap connectors 96 are integral with the upper shroud 34 and extend vertically downward from the interior surface 64 adjacent to the second parting edge 46. Each snap connector 96 has three lead-in surfaces 98 and a retainer ledge 100. A snap receiver recess 102 is provided adjacent to the turn signal control lever passage 44. A snap holder 104 in the receiver recess 102 engages a retainer ledge 100. The snap holder 104 as shown in Figures 6 and 9, is a wedge surface that cams the

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snap connector 96 vertically and urges the upper shroud 34 and the lower shroud 36 toward each other. A snap receiver recess 106 is provided adjacent to the ignition switch passage 48, as shown in Figure 5. This recess 106 also has a snap holder 104. Alignment pins 108 and alignment walls 110 are provided as required to align the lower shroud 36 with the upper shroud 34.

Replace the paragraph beginning at line 1 of page 7 as follows:

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Cantilevered lower snap fasteners 136 and 138 extend vertically upward from the interior surface 132. These lower fasteners 136 and 138 both have three lead-in alignment surfaces 140, 142 and 144 for providing alignment between the lower shroud 36 and the steering column assembly 12. A retainer ledge 146 on each lower cantilever snap fastener 136 and 138 engages a surface on the steering column assembly 12 and resists downward movement of the lower shroud 36 relative to the column assembly. A clothespin-shaped snap fastener 148 also extends upward from the interior surface 132. This snap fastener 148 has lead-in alignment surfaces 150 that laterally align the lower shroud 36 with the steering column assembly 12. The snap fastener 148 also has pocket 152, shown in Figure 4, which receives a rod on the column assembly and snaps around the rod. The rod lead-in surfaces 154 on the snap fasteners 148 guides a rod into the pocket 152 to hold the lower shroud 36 in a fixed vertical position relative to the column assembly 12. A tilt adjustment lever stop and cushion holder 156 is integral with the snap fastener 148.

Replace the paragraph bridging pages 7 and 8 beginning at line 26 of page 7 as follows:

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A first alignment or guide post receiver 166 and a second alignment or guide post receiver 168 are integral with a rear wall 170 of the lower shroud 36. A number of lower shroud alignment plates 172 are integral with the lower shroud and extend vertically upward

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adjacent to the first lower parting edge 112, the second lower parting edge 118 and the lower steering shaft passage portion 114. These shroud alignment plates 172 are provided adjacent to the snap receiver recesses 102 with snap holders 104. In other areas the alignment plates 172 form pockets with the interior surface 132 that receives the short alignment walls 110 to laterally fix the exterior surface 62 of the upper shroud 34 relative to the exterior surface 130 of the lower shroud 36 at the parting edges 38, 46, 56, 58, 112 and 118. A snap connector 178 on a lower shroud 36 and adjacent to the turn signal control lever passage portion 116 is engageable with a snap holder 104 in a snap receiver recess 102 in the upper shroud 34, shown in Figure 6. A snap receiver recesses 102 on the rear wall 170 of the lower shroud 36 receives the snap connectors 96 on the upper shroud 34 between the steering shaft passage portion 40 and the ignition switch passage portion 48.

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Replace the paragraph beginning at line 9 of page 8 as follows:

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During assembly of the shroud assembly 10, the upper shroud 34 is attached first. To attach the upper shroud 34, the upper steering shaft passage portion 40 and the vertical guide blade 68 are moved into contact with the upper rear portion of the steering column assembly 12. The upper steering shaft passage portion 40 positions the rear portion of the upper shroud 34 vertically relative to the column assembly 12. The vertical guide blade 68 positions the upper shroud 34 axially relative to the upper steering shaft 14 and limits forward movement of the upper shroud. The upper shroud 34 is then rotated about the axis of the upper steering shaft 14 until guide posts 70 contacts the steering column assembly 12. The forward edge 42 of the upper shroud 34 is then moved downward to move the cantilevered snap fasteners 72 and 74 into contact with the steering column assembly 12. It may be necessary to move the upper shroud 34 slightly from side to side and slightly fore and aft to align the cantilever snap fasteners 72 and 74 with passages in the steering column